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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY Rumania

SUBJECT Train, Bus, Air Travel / Ticket Sales / Security Provisions

DATE DISTR. / 7 Aug 1954

NO. OF PAGES 3

NO. OF ENCLS.

SUPP. TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. "Rail: Bucharest has the following Railway Stations:

Gara de Nord (Northern Railway Station)  
Gara Filaret  
Gara Obor  
Gara de Est (Eastern Station)  
Gara Mogosoaia, used only by Government officials and very high visiting officials.  
Gara Dealul Spierei, a freight station.

The following types of trains are used:

'Automotor - Rapid': fast diesel train, two cars, 1st and 2nd Classes only, buffet service. It serves the major routes, such as: Bucharest to Constanta, Bucharest to Braila to Galati, Bucharest to Arad (via Stalin-Sibiu) (only Sibiu is listed in the Rumanian Gazetteer), Bucharest to Arada (via Piatra-Olt, Craiova, Turnu Severin and Timisoara), Bucharest to Cluj (through Stalin-Sibiu) and from Bucharest to Iasi (via Buzau and Focsani).

'Accelerat': normal fast trains. (the 'Automotor - Rapid' is a luxury express train), serving all major routes in the RPR; it has 1st, 2nd and 3rd Classes, and a restaurant car on all the routes mentioned above. The restaurant car operates under the 'Compagnie des Wagons Lits et des Restaurants'. On night trains there are long lines for the restaurant car.

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'Personal': slow trains serving all Rumanian routes; 1st, 2nd and 3rd Classes.

Following are the rail fares

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'Rapid': Bucharest to Cluj, 1st Class	142 lei
2nd Class	102 lei
'Rapid': Bucharest to Constanta, 1st Class	98 lei
2nd Class	85 lei
'Rapid': Bucharest to Galati, 1st Class	78 lei
2nd Class	68 lei

(Note: One meal in the restaurant car costs approximately 30 lei).

2. "Sale of Tickets: tickets are sold either at the ticket windows in the railway stations, or at the "Birou Vela C. F. R." (Rumanian State Railways, Journey Office), located in the former Wagons-Lits Cook Company on Victoriei Street, opposite the Republic Palace, in the Carol Foundation Building. Train reservations (only for the 'Rapid' or 'Accelerat') may also be made at the State Railway Agency or at the ticket windows. Ticket windows serve everyone, including military personnel and civilians on business trips for State Institutions or Ministries, etc. No authorization is required for the purchase of a train ticket to a non-border zone locality, nor is identification requested. Tickets to a border zone locality, such as Constanta, Craiova, Giurgiu, Turau Severin, etc., are sold only if the customer produces a border zone permit. A such permit is required of border zone residents travelling to Bucharest on business, etc; in this case the traveller shows his ID Card from the area where he resides, and receives a ticket without further formality. Iasi, although it is located on the USSR border, is not considered a border zone locality, and tickets to Iasi may be bought freely. There is a way of getting around the border zone restrictions, however. If one buys a ticket for Timisoara or Arad (travelling via Piatra-Olt, Craiova and Turau Severin), one can leave the train at another stop along the way, but not in a border zone locality such as Craiova or Turau Severin, where MSS controls are very strict (even for passengers merely passing through en route, to Timisoara or Arad). If a passenger is going to leave the train en route, he must choose a place quite in advance of the port zone area, in order to avoid controls. Purchase of a ticket to Constanta could only be made if one had a border permit, but a ticket to Floresti, the nearest free station to Constanta, could easily be purchased.

3. "Controls on Trains: every train has two or three uniformed MSS agents armed with revolvers. Normally, on trips not destined for a border zone area, no checks are made. This should not be accepted as a rule, however, since much depends on circumstances. MSS agents check identification documents, and inquire as to what luggage the person has. The luggage is, however, not inspected. On the lines going to or through border zone areas, control is very strict, and, apart from checking personal ID documents, MSS security agents ask questions as to destination, purpose of visit, person to be visited, etc; and if they are in any way suspicious, the person is arrested. These MSS agents cannot be bribed; though they might like to accept money, they are afraid of the person offering it, as it might be an MSS security official in civilian clothes. Tickets are checked by the conductor, wearing a black uniform with grey epaulettes. Conductors only check tickets, but if they find a passenger without a ticket, they may inform an MSS agent on board (who will see that the passenger, getting off at the next stop, is handed to MSS agents in the station). Conductors may not sell tickets on the train any longer; but if there are few people around, the conductor can be bribed. The passenger must be discreet.

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4. "Porters still exist in railway stations. For carrying three bags from a car to a train, they are paid 10 to 15 lei.

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5. "First Class trains are used mostly by military personnel (officers) from all branches of the armed forces, and high officials of state institutions, in both cases travelling officially; civilian high officials have a 'Delegatie' - Duty Order. Second Class passengers are usually the families of 1st Class passengers, of physicians, and of other civilian officials travelling on business. Very few 2nd Class passengers are not within the field of labor. The 3rd Class is used by all others, including low-ranking military personnel, and farmers who come or go with their goods for sale in other cities. Trains are over-crowded, but not dirty. Conversations on trains are never of a political nature.
6. "Upon entering station platforms, tickets are checked; further checking of tickets is made by the conductor during the trip. On arrival in a border zone area, if one has a permit and has already passed documents/ checking on the train (by MSS agents), a second check is made in the border zone station.
7. "Bus Travel: All bus transportation is State controlled and managed, and is handled by 'RATA'. The ticket agency is located on Piata Senatului in Bucharest, as is the 'Autogara' (bus station). Bus transportation exists for short distances such as: Bucharest to Stalin, Bucharest to Turnu to Magurele, Bucharest to Giurgiu, Bucharest to Pitesti, Bucharest to Buzau, and Bucharest to Ploesti. Restrictions on the sale of tickets for border zone areas are the same as those for train travel. On buses, all of which are Soviet makes and seat 42 persons, there are only the driver and conductor, both wearing the 'RATA' uniform (grey in summer, black in winter). The conductor checks only tickets. En route, there are MSS block posts, but checks are made occasionally, not at fixed times or places. A bus, departing for Ploesti, might be checked (for passenger identification documents) at the capital's barrier. There are three MSS block posts between Bucharest and Ploesti: one is opposite the Pioneer and Bridge Rgt [Sic], near Otopeni; one is at the Ploesti-Balotesti crossroads; and the third is located just before the reinforced concrete bridge leading to the Ploesti railway station. In all three cases, there is the usual wooden barracks (with telephone) where an MSS uniformed and armed soldier, assisted by two other MSS soldiers, undertakes all checking of identification papers, ('Biroua Populatiei' for civilians, military papers for military personnel, and the new identification card for foreigners). Usually the buses are patronized by farmers from the surrounding localities, who bring their goods for sale in Bucharest. There is an extra fee for carrying luggage (on top of the bus). [redacted] bus fares [redacted] for Bucharest to Saffica [redacted] is 2.00 lei.
8. "Air Travel: All air transportation is supervised and managed by 'TARS'. The main offices are located in a villa on Mussolini Street (new name unknown), near Victoriei Street. The 'TARS' ticket agency is located in a big building on Biv. N. Balcescu, at the corner of Batistei Street, and occupies the offices of the former IASER Agency. Tickets are sold in the 'TARS' Agency, and from there a bus takes the passengers to the Baneasa Airfield. [redacted] every plane is boarded by an armed MSS official, who stands in front of the door leading to the cockpit, (presumably to prevent escape flights)."

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